SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Auto Trips Generated (ATG)

CEQA Impact Measure and Mitigation Program

Governor's Office of Planning and Research

December 19, 2008

Part I

Background / Problem

Background

- Analysis of Alternative LOS Methodologies requested by Authority Board
  - What is the best way for the City to measure transportation impacts under California Environmental Quality Act (CEQA)?
- Technical Working Group (TWG) assembled
  - Planning Department, SFMTA, DPH, professional transportation planners, SFBC, SPUR, Walk SF, CEQA attorney
- TWG recommends alternative to LOS
  - Replace automobile LOS with Automobile Trips Generated (ATG)
  - Provide more effective impact mitigation

Why ATG?

- LOS measures the delay experienced by drivers at an intersection
  - LOS does not capture environmental impacts
  - LOS does not reflect the City's policies and priorities
  - LOS results in an inefficient CEQA review process
- Environmental impacts **ARE** related to the automobile trips generated (ATG) by a project

LOS does not capture environmental impacts

Environmental Impact	Automobile Delays (LOS)	Automobile Trips Generated (ATG)
Air Quality	+ CO hotspots rare in Bay Area	++ ROG, NO_x, PM_{10}
Greenhouse Gases	−−	++ From cold starts
System Efficiency	+	+
Traffic Intrusion	−	++ Traffic volumes affect neighborhoods
Noise	+ At congested intersections only	+ Captures noise conditions
Safety	−− Delay unrelated to safety	++ SF DPH Vehicle-Pedestrian Injury Collision model

LOS does not reflect City policies

- LOS impacts are a predictable and unavoidable consequence of implementing the Transit First Policy
  - Improvements to transit, bicycle, and pedestrian networks require re-allocating auto and shared infrastructure to other modes
  - Mode shift will occur gradually as transit, bicycle, and pedestrian networks are improved
- Climate Action Plan calls for reduction in driving
  - Auto tripmaking is 50% of SF's greenhouse gas emission
- Mitigations to LOS are environmentally harmful
  - worsen conditions for pedestrians, transit, and bicycling
  - …while inducing more driving

LOS does not reflect City Policies

Widening this roadway will improve LOS, mitigating any LOS impacts…

While worsening pedestrian conditions and inducing more driving.

LOS does not reflect City Policies

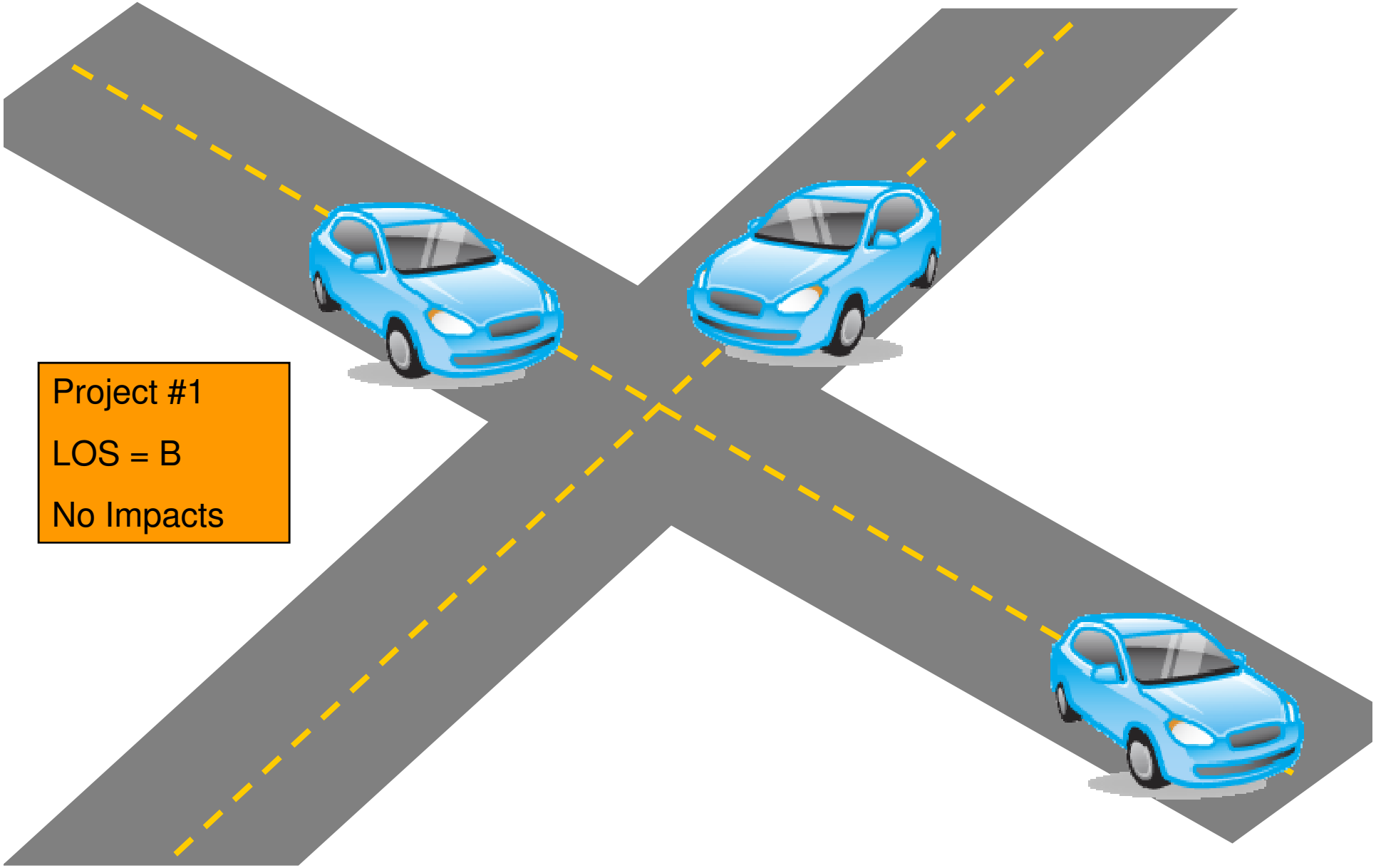
Providing a pedestrian crossing here would increase delays for right-turning drivers, potentially triggering significant LOS impacts...

Minimizing automobile delays takes precedence over minimizing pedestrian delays.

LOS results in inefficient CEQA review

- LOS analysis and impacts are:
  - Difficult for project sponsors to predict
  - Not transparent for project sponsors or the public
  - A burden to the “last project in” (last-in problem)

The “last-in” problem



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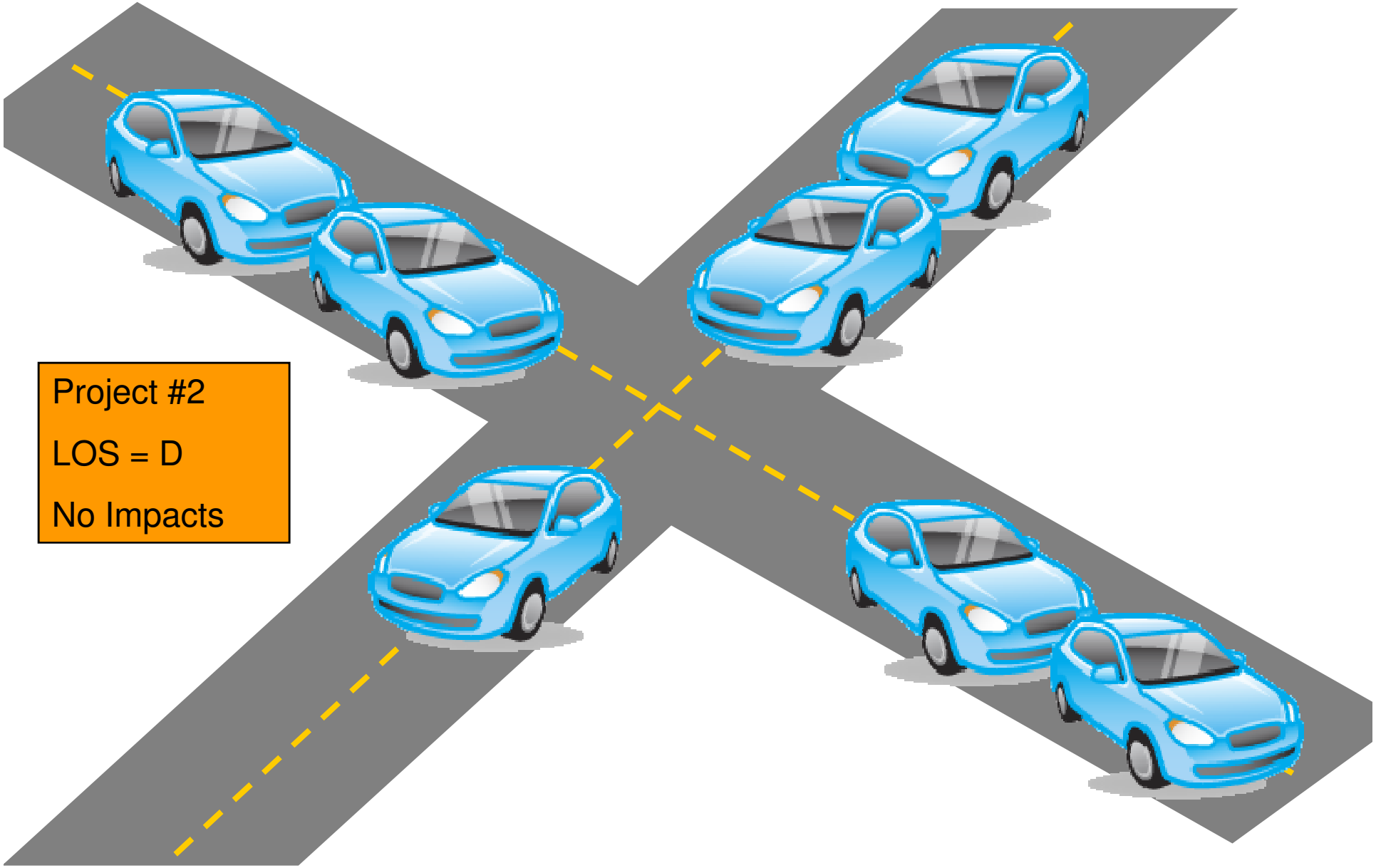

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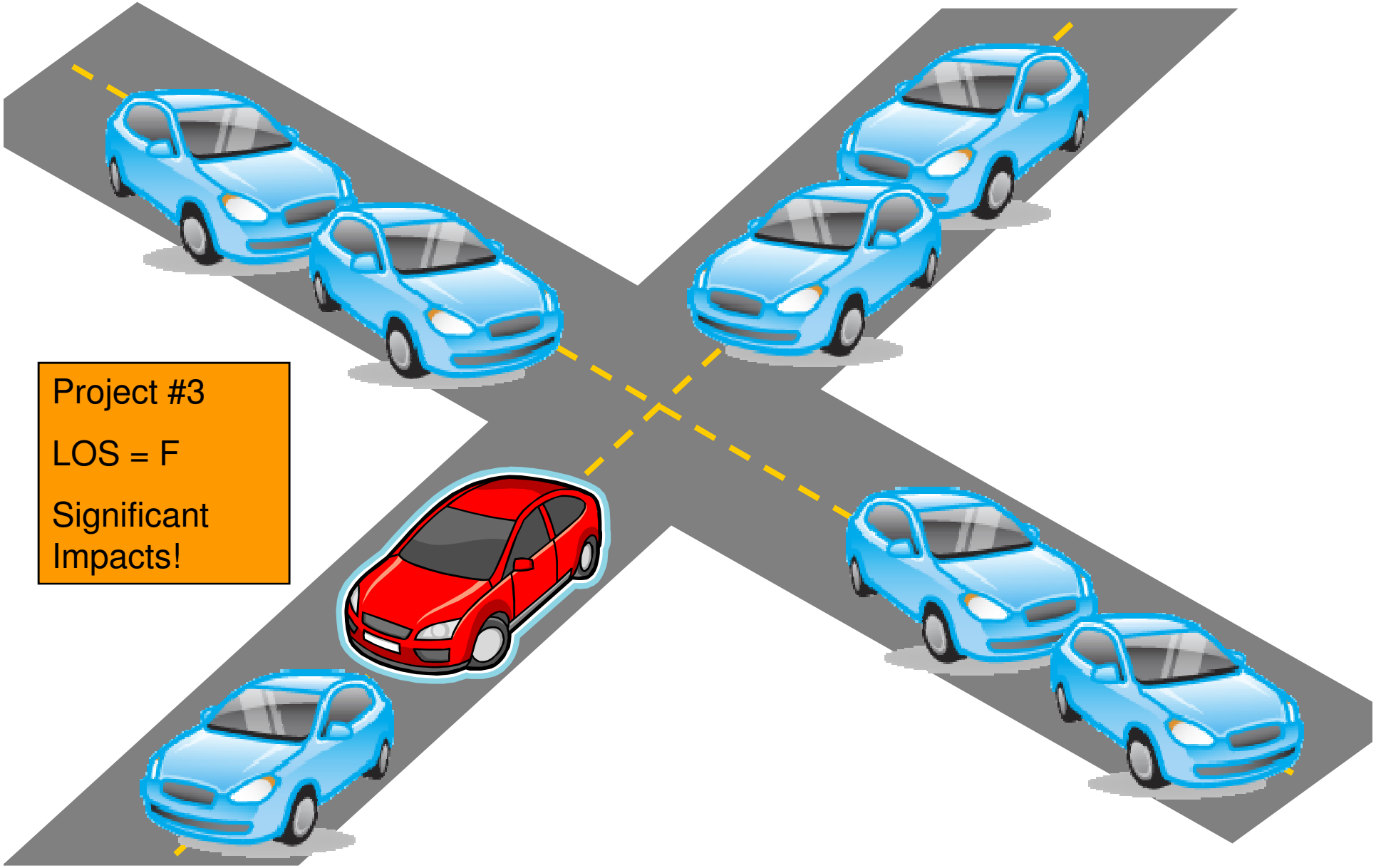


The Problem

- Fortunately, CEQA grants local jurisdictions the authority to define impact measures and thresholds consistent with local policy…
- …Constrained by State CEQA Guidelines and past practice

Part II

The Solution

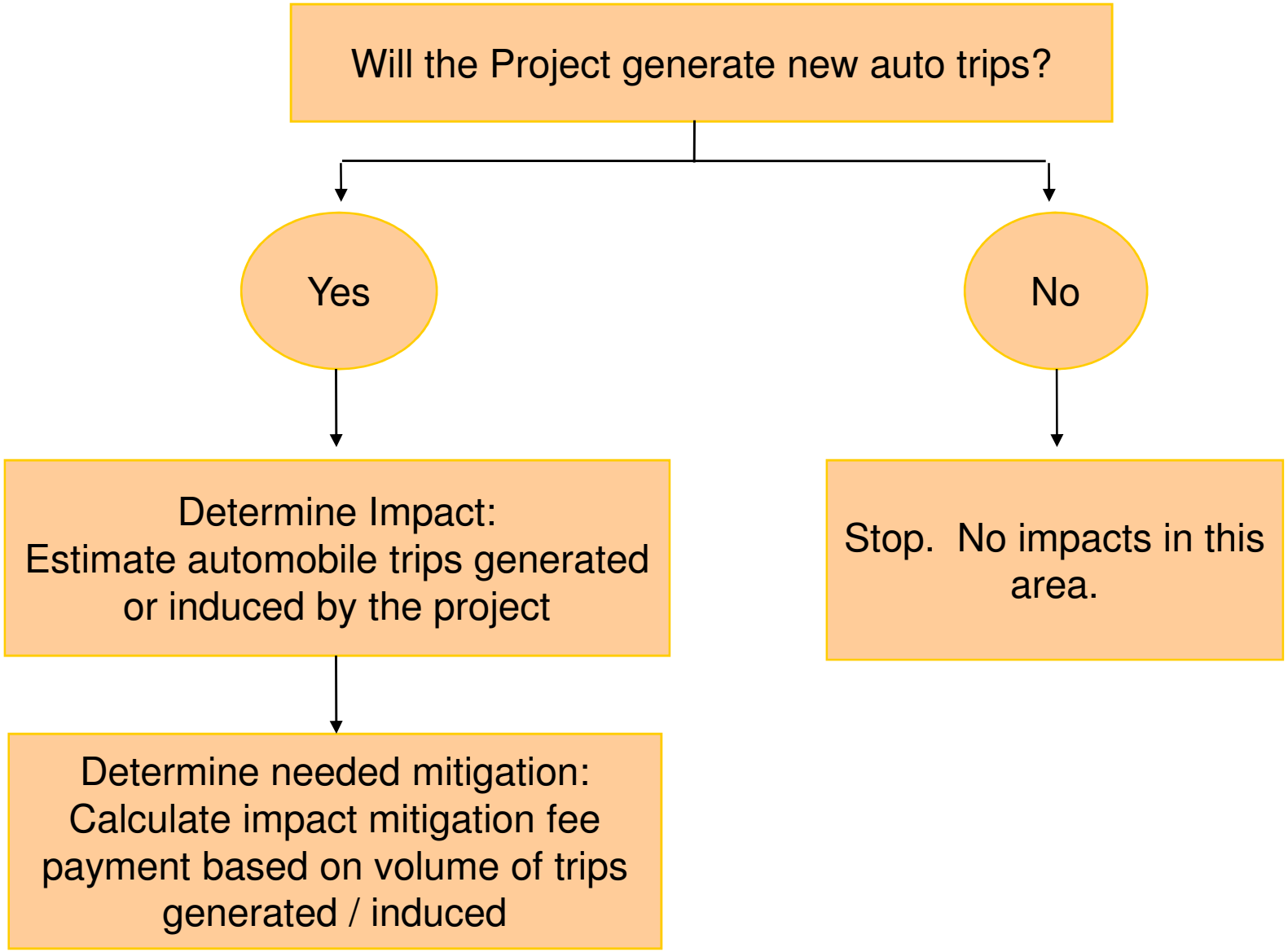
2-Part Recommendation

- Per-Auto Trip Generated (ATG) Impact Measure
  - Each automobile trip added by a project contributes to impact
  - Projects that do not generate net new automobile trips have no impact
- Transportation impact mitigation fee (TIMF) program
  - Project sponsors pay per-trip impact mitigation fee
  - Fee revenues fund actions that help reduce new automobile tripmaking (by improving transit, waling, and bicycling as choices)

TIMF Improves Mitigation

- Mitigate local and citywide impacts
  - Revenues contribute to citywide program of projects
  - Portion dedicated to local area improvements
  - Neighborhood involvement in determining local mitigation measures
- More equitable and accountable (for project sponsors and the public)
  - Eliminates last-in problem; each project contributes in proportion to impact levels
  - More transparent process for identifying and mitigating impacts
  - Clear nexus between fee collected and projects funded

Process for Applying ATG Measure



Part III

The Benefits

The Solution

- Environmentally protective
  - Consistent with CEQA
  - Captures incremental impacts
  - More closely related to actual environmental effects
  - More neighborhood involvement in determining mitigation measures
- Consistency with City policies and vision
  - Reduces time and cost to implement Transit First projects
  - More effective at discouraging auto-oriented projects
- Improved efficiency
  - More predictable for project sponsors
  - More transparent for the public
  - More accountability: mitigations linked directly to local and citywide improvements

Implementation Roadmap

- Authority Board approved final report in October 2008
- Conduct Nexus Study
- Authority to incorporate ATG into Congestion Management Agency (CMA) monitoring measures
- Planning Commission adoption of an ordinance approving the ATG measure and TIMF package
- Revisions to CEQA Guidelines?

Thank you!